PIRACY IN THE WEST INDIES.

1818-1830

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FORENOTE

This compilation is not the final manuscript of this Chapter but represents only material and sources upon which it will be based. If details concerning the participation of the Navy and Army in any operation or incident described herein do not appear, such omission occurs only because it is impracticable in a history of this character to set forth more than the work of the Marines themselves. To do more than this would extend the history beyond a practical scope and size. In many of the operations described, the Navy or the Army, or both, have been present in greater strength than the Marines, and full credit is here given for their splendid achievements.

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CHAPTER III

PIRACY IN THE WEST INDIES

Cleansing West Indian waters of piracy during President Monroe's administrations was a mission both important and arduous. It was a tedious and thankless task but the Navy and the Marines accomplished it with praiseworthy efficiency. The chronicle of the Marines during this period is a significant chapter of our national history. The shorter Tripolitan War, which cost far less in life and money, has been voluminously discussed and romanticized. The mangrove swamps and coral reefs of the Bahama Channel are on no lower imaginative plane than the northern margin of the Sahara Desert, and the men, who sailed with Henley, Biddle, Porter, Warrington, Grayson, Freeman and Walker had their full share of hazard and adventure as did these with Decatur, Preble, Eaton and O'Bannon. But the climate was so much more deadly than the fighting, the mortality from yellow fever so much greater than that due to the malice of the pirates, that a raid or a skirmish was a trivial matter in comparison with the hardships of a summer cruise.[1]

The rovers who sought bases for predatory operations among the islands off our southern coast were rarely professed pirates. Filibusterers they might have owned themselves to be, had that term been taken in its modern sense, as describing revolutionary interlopers.[2] Privateers they

might have preferred being called, but pirates, buccaneers, banditti or freebooters they were.

Of the many vessels engaged in piracy in West Indian waters, the most formidable were the privateers originally fitted out by the various South American republics to prey on Spanish commerce, and which had later become marine highwaymen.[3] Among these were the Poloma, Panchita, Pereira, Burguera, Flor de la Mar and La Carmen.[4]

The brigantine Pride, was the largest vessel fitted out specially for piracy. It is said that this vessel had a desperate fight with an English sloop-of-war, in which both commanders were killed, and only sixteen men left alive on the pirate. The Pride was finally carried by boarding and taken to Jamaica, where the sixteen survivors were tried and convicted. Ten of them were executed and six pardoned.[5]

The great majority of piracies were accomplished by small craft with large forces of men concealed from view of their intended prey. These boats would go alongside of merchant vessels and capture them by surprise. In many cases all the crew would be taken out of the ship and offered the choice of joining the pirates or death.[6]

The vessels captured by the pirates were carried to a Cuban port and sold, or otherwise disposed of for the benefit of the pirates and their agents. Other piratical craft

whose names have been ascertained, besides those previously mentioned, were the Cienega, Bandera de Sangre, Moscow, Catalina, Palmyra, Albert, Pilot, Tropic, Mechanic, La Cata Zaragonzana, Larch, Aristidies, Lucies, and Emmanuel.[5]

President James Monroe, on January 1, 1821 "in compliance with a resolution of the House of Representatives of the 22d of November last" informed the House what Naval force had "been stationed for the protection of the commerce of our citizens in the West India Islands" and

regarding the "depredations by pirates or others upon the property of citizens of the United States engaged in such commerce".

In September, 1821, the Hornet, Enterprize, Spark, Porpoise, Shark and Grampus, were ordered to cruise in the West Indies and Gulf of Mexico for the protection of American trade, while several other vessels of war were stationed along the Florida and Georgia coast for the same purpose.[6]

From the fifteenth of January to the first of February 1822, the Porpoise swept the northwest coast of Cuba and captured and destroyed fourteen vessels and three establishments on shore.[7]

The brig Enterprize reached the vicinity of Cape Antonio, Cuba on March 7, 1822, from a cruise off Matanzas, Cuba. On the morning of March 7, while passing Cape Antonio, "a twelve-oared barge was discovered in pursuit,"

but soon after "he made a retreat towards Mangrove Point," followed by the boats of the Enterprize. The boats captured four boats and two launches. The Americans landed and captured these craft in a creek. Lieutenant Lawrence Kearney, commanding the Enterprize, reported that "a guard of Marines is sent to assist the party to apprehend the pirates on shore."[8]

The public heard with relief that the Macedonian, Captain James Biddle with a "contingent of 200 Marines" was to sail on a "pirate-hunting" expedition "to sweep the land as well as the sea of the pirates of Cuba". It sailed in March, 1822.[9] In this year the West Indian Squadron under Captain Biddle, included, at sometime during 1822, Macedonian, Congress, John Adams, Hornet, Peacock, Spark, Enterprize, Alligator, Grampus, Shark, Porpoise, Gunboats Nos. 158 and 168.[10]

On May 14, 1822, at Havana, on the Macedonian, Captain Biddle informed his command that they were there "for the purpose of protecting our citizens and their property against all unlawful molestation" but that "as the commercial relations of the United States with the West Indian Islands and the Spanish Main, are highly important, it is our policy to cultivate a friendly intercourse" with the different ports.[11]

Captain Biddle, on July 24, 1822, reported to Secre-

tary Thompson that he had "sailed from Port-au-Prince, Haiti on July 22, 1822," that 49 deaths had resulted from "malignant fever" and there were 84 on sick list.[12]

The Grampus fell in with the Shark on May 25 and these two vessels uniting their forces sent out expeditions of armed boats that scoured the whole northern coast of Cuba. Two piratical vessels were captured and four pirates. "One of the Marines of the Grampus had a severe contest on the land with one of the pirates that he had taken. The Marine, who was almost exhausted by fatigue and for want of food, was on the point of being overcome by the villain, but was rescued by his companions. The fellow, who thought himself sure of his victim, declared himself to be a pirate, and that he would have vengeance by killing an American."[13]

The Grampus arrived at Charleston, S. C., with her prize the Palmyra of Porto Rico, lately the Panchita, having captured her on August 16, 1822. This capture caused ill feeling in Porto Rico.[14]

The Alligator entered the harbor of Matanzas Cuba on November 8th. Two American vessels had been captured "in a bay round St. Hycacos, about 40 miles to windward of Matanzas. Early on the morning of the 9th the Alligator, commanded by Lieutenant William H. Allen, discovered at anchor "among the Stone Keys, near the Cape" several piratical schooners. The boats of the Alligator were immediately manned. Captain William H. Freeman, a passenger on the

Alligator, volunteered and performed gallant service. Captain Freeman was under orders to report to Captain Biddle on the Macedonian. Captain Freeman was in the launch with Lieutenant Allen. Upon the approach of the boats the enemy flew "the red flag at her mast head." At 9:30 a.m. on the 9th the attack by the boats against three of the pirate vessels was commenced, and the pirates defeated. Lieutenant Allen, however, was mortally wounded during the engagement.[15] Lieutenant "Allen fell by my side, when within a few yards of the stern of one of the pirate schooners," wrote Captain Freeman. He was succeeded in command of the Alligator by Lieutenant Dale. Three Bluejackets were killed and three were wounded. In reporting to the Department Lieutenant Dale stated that[16] "besides the first pirate we have recaptured on this expedition" five American vessels "all of which I have ordered into Charleston for adjudication under charge of Captain Freeman of the Marine Corps." Lieutenant Dale wrote that he could not conclude this communication without bringing to your notice Captain Freeman of the Marines, who volunteered his services and whose coolness and bravery during the whole transaction excited the admiration of all concerned and to whose services since I am extremely indebted.[17] The Commandant of the Marine Corps in a letter dated December 3, 1822, congratulated Captain Freeman on his safe return from the dangerous service he had recently been

employed in and in warmly commending him for his "chivalrous performance of duty", stated that it had added to the reputation of the Corps "as a military body and makes its character more honored by the country at large."[18] Colonel Fenderson later wrote[19] to the Secretary of the Navy that "the services performed by Captain Freeman," and "his voluntary participation in a hazardous attack on the piratical vessels on the coast of 1822, gave him a strong claim on his country for some mark of military distinction." A force of Naval vessels had been actively engaged for over a year in stopping the operations of Pirates in the Gulf. This service was especially arduous and difficult consisting principally in cutting out and was participated in by the Marines of the squadron.[19]

The death of Lieutenant Allen caused President Monroe to send a Special Message to Congress on December 9, 1822. "Recent information of the multiplied outrages and depredations which have been committed on our seamen and commerce by the pirates in the West Indies and Gulf of Mexico, exemplified by the death of a very meritorious officer, seems to call for some prompt and decisive measures on the part of the Government," wrote President Monroe. "All the public vessels adapted to that service which can be spared from other indispensable duties are already employed in it; but from the knowledge which has been acquired of the places

from whence the outlaws issue and to which they escape from danger it appears that it will require a particular kind of force, capable of pursuing them into the shallow waters to which they retire, effectually to suppress them."

The Alligator was wrecked on Craysford Reef, about thirty miles south of Cape Florida and blown up on November 9, 1822.[20]

On December 3, 1822 President Monroe informed Congress that it had been found necessary for the "protection of our commerce" to maintain the usual squadron in the West Indies "where piracy organized into a system, has preyed on the commerce of every country trading thither", and that "in the West Indies piracy is of recent date, which may explain the cause why other powers have not combined against it".

Piracy became so notorious[21] that Congress passed an Act that President Monroe approved on December 20, 1822, authorizing an additional naval force for its suppression.[22]

On December 28, 1822, the Commandant received an order from the Secretary of the Navy to place a force of the Marine Corps under charge of a Captain, on sea service for the "Anti-Piratical Squadron" of Porter. Orders were therefore issued to Major Samuel Miller on December 30th, to take command of the force which consisted of two lieutenants, five sergeants, ten corporals, two musics and seventy privates. The orders stated that "this detachment is to act under the orders of Captain Porter and you are directed to report to

him accordingly." Apparently Major Miller had volunteered for the duty. On January 2, 1823, the Commandant issued orders to Captain William Freeman, commanding at Norfolk, to assist First Lieutenant George W. Walker, who was in Washington, and Second Lieutenant Stephen M. Rogers, who had been selected as the junior officers. Lieutenant Walker joined the Expedition. He reported at Headquarters, Washington from that duty on September 27, 1823.[23] Second Lieutenant William A. Bloodgood was also ordered on this duty on January 30, 1823 (he was in New York on December 8, 1823). Major Miller, on account of an illness in his family, was unable to obey these orders, for on January 10, 1823, the Commandant wrote him "I am directed by the Secretary of the Navy 'to countermand the order given you, to the West India Station'. That order is countermanded accordingly." On January 7, 1823, Captain Alfred Grayson, who was at Baltimore, was ordered in Major Miller's stead.[24]

The West Indian Expedition so depleted the Navy Yards that insufficient men were left to furnish all the sentinels asked by the Commandants of the various Navy Yards.[25]

In the winter of 1822-23 a naval vessel was ordered to take possession of Key West, (that had been named Thompson's Island in honor of the Secretary of the Navy) as a port of the country ceded by Spain to the United States. On February 1, 1823, orders were issued that a naval station and

Marine Barracks should be established on that Key.[26]

The Anti-Pirate expedition "destined to avenge the murder of the gallant Allen, and the multiplied outrages upon our lawful commerce", was placed under the "orders of Commodore David Porter"[27] and consisted of the sloop of war Peacock, Captain Stephen Cassin, bearing the broad pennant of the commodore; schooner Shark, Lieutenant Commander M. C. Perry; Sea Gull (steam galliot) Lieutenant Commander William H. Watson; Decoy (store ship), Lieutenant Commander Lawrence Kearney; Grey Hound, Master Commandant John Porter; Jackall, Lieutenant Commander Thomas H. Stevens; Fox, Lieutenant Commander William H. Cox; Wild Cat, Lieutenant Commander Charles W. Skimer; Beagle, Lieutenant Commander John T. Newton; Ferrett, Lieutenant Commander Samuel Henley; Terrier, Lieutenant Commander Robert M. Rose; Weazle, Lieutenant Commander Beverly Kennon; cutters - Midge, Musquito, Sand Fly, Galley Nipper, and Gnat. They formed quite an "imposing spectacle," and Norfolk had the pleasure of seeing them all "spread their white canvas to the breeze," and "depart for the pirate coast." On February 14, 1823, Captain Porter with his squadron left the Virginia Capes and arrived at St. Thomas, on his way to Porto Rico on March 3, 1823. He combed the coast of Santo Domingo and Cuba causing every nook and corner to be examined. Forty-three days after leaving the Virginia Capes he arrived at Matanzas

Cuba, in the Peacock alone.[28]

In addition to the ships named above the John Adams, Hornet, Grab-all, Decibolita, and Grampus, were also used in the pirate hunting.

Porter made his headquarters at Key West.[29] His orders, in part instructed him to: "establish at Thompson's Island, usually called Key West, a depot, and land the ordnance and Marines to protect the stores, and provisions."[29]

Marine Officers serving in the squadron were Captain Alfred Grayson (died June 28, 1823), First Lieutenant George W. Walker and Second Lieutenants Stephen W. Rogers and William A. Bloodgood.[30]

Congress continued an extreme interest in these affairs and on March 1, 1823 the House requested President Monroe to furnish it with information of the measures taken with regard to the illegal blockade of the ports of the Spanish Main, and to depredations of privateers fitted out from Porto Rico and other Spa nish islands on the commerce of the United States. The President forwarded the requested information on the same date.

On March 3, 1823, Porter sent the Greyhound into St. Johns, Porto Rico, with a letter to the Spanish Governor, relating to interruptions to American commerce, she was to wait for a reply not longer than two days. On March 5th he despatched the schooner Fox into the same Port for an answer. When the Fox endeavored to enter the harbor of

St. John's, Porto Rico, she was fired on six times and Lieutenant Cocke was killed by a shot from the Castle.[31]

The Peacock was also fired upon by the same Castle. On March 10, 1823, Commodore Porter issued a general order lamenting the death of Lieutenant Commander William H. Cocke, who was killed by the shot.[31]

The Enterprize sailed for New York on May 3, 1823, from Porto Rico "with Mr. Randall, a special messenger from our government to the authorities of that Island; supposed to relate to the recent outrage committed upon the schooner Fox which resulted in the death of Lieutenant Cocke."[32]

About the middle of April, 1823, the following vessels arrived at St. Thomas from Norfolk: Peacock, Shark, Jackall, Fox, Wildcat, Beagle, Ferret, Mary, Storeship Decoy, and steam galliot Sea-gull.[33]

Commodore David Porter reported to the Secretary of the Navy on April 16, 1823, that within the two weeks past store houses had been built on Thompson's Island; that all stores had been landed and that all the schooners of the squadron had been collected and stationed at different points on the coast of Cuba.[34] Thus Key West became an outlying main advanced base for the fleet engaged in a war against the West India pirates and guarding our trade routes to West India, Central and South America. A battery of eight guns were emplaced to defend the base.[35] It was under Captain Grayson who also commanded the base.

Commodore Porter in a general order "vested with civil and military jurisdiction over the island,"[36] in the Commanding Officer of Marines.

The earliest muster roll on file for "Allenton, Thompson's Island," is that for May of 1823. It shows Captain Alfred Grayson in command; six sergeants of which number one had been transferred to the schooner Shark on February 13, one had been transferred to Norfolk on May 19, and one had been transferred to the Island from the Shark on February 13; twelve corporals; and eighty-three privates. The muster roll also contains the names of First Lieutenant George W. Walker, Second Lieutenants Stephen M. Rogers and William A. Bloodgood. A note on it states that "altho this return is not signed, Captain Alfred Grayson's letter of the 19th May, 1823 is considered sufficient in justifying the Adjutant in entering it."[37]

On April 16, 1823, the ship-sloop Peacock entered Colorados, (probably Pt. de los Colorados, at entrance of Bahia de Cienfuegos, near Cienfuegos, Cuba), a harbor noted for pirates. A felucca was discovered standing out, and she was chased ashore, but the pirates escaped. The felucca was a new, well-coppered boat, pulling sixteen sweeps, and was evidently starting out on her first cruise. Their establishment was broken up and the pirates burned three of their schooners on his approach.[38]

On April 16, 1823, Commodore Porter reported to the Secretary of the Navy that his forces had "captured one pirate, a pilot boat schooner, formerly the Pilot of Norfolk armed with one lone twelve pounder, and commanded by Domingo the notorious head of this horde of desperadoes, who formerly commanded the Saragariana - the vessel in the attempt to capture which, the gallant Allen fell."[39] Domingo escaped.

Lieutenant C. K. Stribling on April 8, 1823, reported from Havana to Commodore Porter that on the morning of April 8th, 1823, while with the barges Gallinipper and Muskito he fell in with the pirate Pilot. Fired on her and fire returned by the Pilot with "round and grape." Pilot beached and Americans immediately boarded her. Captured one pirate and found 3 killed, and of course many wounded. "I landed the Marines with some of the seamen," reported Stribling, "but the thickness of the underwood rendered it imprudent to pursue them." "We pursued them to the woods with the Marines and a few sailors. * * * The Marines were stationed in the boats and behaved with their usual bravery."[39] No Americans even wounded. Lieutenant Stribling's report stated that he could not conclude without "expressing my thanks to * * * First Lieutenant George W. Walker of the Marine Corps," and several others, "for their steady and gallant conduct in this affair."[40]

"So soon as the schooner Mary, now called the Trap

shall be ready for sea," you "will take on board a detachment of Marines, and stretch over to the coast of Cuba," wrote Porter to Lieutenant Commander Thomas Newell on April 10, 1823, "throwing yourself in the way of open boats from the shore, and making your way slowly down towards Cape San Antonio."[41]

The town on Thompson's Island was named Allenton, in honor of Lieutenant Allen, in the spring of 1823.[42]

Porter on May 11, 1823 wrote that "the Commanding Officer of Marines states to me that he requires an addition to his present force, 50 officers, non-commissioned officers and privates; and from the difficulty of supplying the guards which I require, I should presume that a larger number would be necessary."[43]

In June, of 1823, H. B. M. brig Bustard and the U.S.S. Weasel and two barges cooperated.[44]

The Marine Officers stationed at Allenton, on May 31, 1823, were as follows: Captain Alfred Grayson, commanding Marines and Battery, also charged with the police of the settlement. First Lieutenant George W. Walker, Second Lieutenants Stephen M. Rogers, (absent in the Terrier), William A. Bloodgood and Francis A. Thornton, who was purser to the Station and Naval Storekeeper.

Captain Grayson reported that they had arrived at Thompson's Island on April 4, 1823, writing that they "had

no success in our hunt for pirates, and shall sail again the day after tomorrow (April 13, 1823) on another cruise of three or four weeks".[45]

"In addition to the clothing brought out, there is wanted as soon as they can be sent 100 shirts, 100 pairs linen panteloons, 100 pairs of shoes, and 50 stocks." A "drummer and fifer is much wanted. The child sent as fifer I shall send home the first opportunity as unfit for service. The drummer is no better." Captain Grayson wrote that it would be agreeable to him to be relieved in June by Captain De Bellevue who was at New Orleans.

Lieutenant Walker in 1823 called the climate of Allenton, "pestiferous"; "I can well remember the rainy season during the months of June and July, during which time, exposed to the 'pitiles pelting of the storms,' I may safely say I was truly an amphibious animal."[46]

Captain Grayson died at Old Point Comfort on June 28, 1823. He had returned from the West Indies on the Decoy, due to illness, was hurried from the Capes to Old Point on a pilot boat and died soon after landing. His servant also died.[47] On August 2, 1823, Porter at Port Rodgers, on the Sea Gull issued the following general order: "To manifest our regard for the memory of Captain Alfred Grayson, late of the Marines and that of Lieutenant John M. Maury, late acting as captain of the squadron, and as a small token

of the great respect in which they were held by their brother officers on this station it is recommended that crape be worn on the left arm and on the sword for one month."[48]

A detachment of Marines with a field piece was stationed on Key Vacas, under Second Lieutenant S. M. Rogers in July 1823.[49] The Grampus, on July 4, 1823, was ordered to or near Key Vacas in search of the pirate Centilla, Commodore Porter wrote her commanding officer that "Lieutenant Rogers, of the Marines, can give you any information respecting her."[50] Thompson's Island was not only an unhealthful locality but it suffered for want of fresh water.[51]

The barges Gallinipper and Musquito while cruising in Siguapa Bay, Cuba, in July, 1823, discovered the pirate topsail schooner Catalina (commanded by the celebrated pirate Diabolito), with a launch in company, working up to an anchorage. The American barges hoisted their colors, on seeing which the Catalina displayed the Spanish flags and opened fire on the barges. Both pirate vessels, after a short action were captured and their crews almost totally wiped out. Some of the pirates reached the shore but Marines and Bluejackets landed and captured most of them. No Americans were wounded, Diabolito escaped. Lieutenant W. H. Watson, who was in command, commended the "active, gallantry and good conduct" of all of his officers and men.[53]

This affair occurred on the same spot where the brave Allen fell about one year before. The prize was sent in to

Thompson's Island.[54]

In a general order dated July 17, 1823, Commodore Porter commended all, presented to each "of the seamen, ordinary seamen and Marines a musket or boarding knife," which the Commodore begged them to accept as a memorial of his approbation of their conduct.[52]

The Greyhound and Beagle left Thompson's Island on June 7, 1823, and cruised within the Keys on the south side of Cuba as far as Cape Cruz.

On July 21, 1823, while Lieutenant Commander Lawrence Kearney and a party were ashore in Cuba near Cape Cruz they were treacherously fired upon from "a thicket of mangrove bushes and rocks, with which the Cape is bordered." Muskets and blunderbusses then opened a cross fire from another quarter. The two ships Greyhound and Beagle then entered the fight. On the 22nd "Lieutenant Farragut, with the Marines and some seamen, was ordered ashore to endeavor to gain a position in their rear, to attack them." The ships bombarded the pirate's positions and then Farragut's party attacked. The pirates ran when Farragut's party closed in on them.[55]

In mid August of 1823, the Gnat landed in Guanaha Bay, Cuba, chased pirates led by Antonio El Majorcan, destroyed boats and after six days ashore returned aboard ship[56]

The activities of 1823, were arrested in August by an outbreak of yellow fever at Key West.[57]

President Monroe informed Congress that "in the month of August a very malignant fever made its appearance at Thompson's Island, which threatened the destruction of our station there. Many perished, and the commanding officer was severely attacked."[57]

During the month of August, 1823, yellow fever broke out at Key West, and Commodore Porter and many of his officers and men were prostrated by it.[58] In this month there were 118 enlisted men and Captain F. B. De Bellevue here.

As may be imagined, the medical treatment of a century ago for yellow fever was very crude. Lieutenant Josiah Tattnall, afterwards Commodore in the Confederate States Navy and whose son, J. R. F. Tattnall in 1847 became a Second Lieutenant in the Marine Corps, caught the disease and was so ill that the surgeon gave him up, telling him at the same time that he could have anything he wished to eat or drink, as he had done all he could for him. Tattnall thought he would enjoy a mint julep, which was given him, and from that time on he improved rapidly and eventually recovered. The stimulant was probably just what he needed. There were 48 deaths in the squadron.[59]

On September 15, 1823, there were 26 Marines sick in the Marine garrison at Thompson's Island - mostly malignant fever. One Corporal and five privates died at Allenton,

Thompson's Island., between August 1, and September 16, 1823.[60]

After the death of Captain Grayson, Captain Francis De Barbin Bellevue, at New Orleans, was ordered by the Commandant to replace him, the Commandant directing him to "proceed with as little delay as possible, with the Guard of Marines" under his "command to Thompson's Island and report" himself to "Captain David Porter, as the commanding officer of the Guard of Marines attached to the Squadron under his command". The Marine Guard at Barataria, and on board the Louisiana at New Orleans were directed to remain as they were.

Second Lieutenant Stephen M. Rogers died at Thompson's Island on September 27, 1823. There were many ill and many deaths. "Out of 72 Marines, all told, 36 were on sick list, eleven of them dangerous."[61]

Commodore Porter, at "Port Rodgers, Thompson's Island," on September 16, 1823 directed Lieutenant Commander F. H. Gregory: that "on your arrival here, you will set all the carpenters you can muster, at work, on the house building for the Marine officers" and "you will take the brig, fitting for a Hospital, and moor her carefully and securely at the upper part, and on the east side of the Harbor."[62]

Captain Francis De Barbin Bellevue arrived at Thompson's Island on October 20, 1823 with "37 men all in good health,

except two who were unwell when" he "left New Orleans."[63]

President Monroe in his Seventh Annual Message, of December 2, 1823 wrote that "the patriotic zeal and enterprise of Commodore Porter, to whom the command of the expedition was confided, has been fully seconded by the officers and men under his command".

Commodore Daniel T. Patterson, at New Orleans, on March 18, 1824, wrote Porter concerning a piratical rendezvous on the "Island of Mujeres, or Mohair Key, lying off Cape Catoche" from where the banditti sent their goods to Merida, the capital of Yucatan.[64] On April 24, 1824, Porter ordered the Jackall (Lieutenant-Commander John H. Lee) and the Wild Cat (Lieutenant Legare) to this locality.

An innocent Signal Lamp caused dissention at Key West in April of 1824. Commander Jesse Wilkinson commanded the naval station. Second Lieutenant William A. Randolph, commanded the Marine Barracks and the Marines on the West India Station. On April 3 Lieutenant Randolph recommended "keeping a light on Whitehead's Point so vessels could cross the reef after night," and submitted to the Commander Wilkinson a "requisition for a lantern and 10 lb. candles "for his approval. Commander Wilkinson, on the same date, sent him a Signal Lantern with instructions "to hoist it when you discover a signal off the reefs and at the same time I wish to be informed of the circumstances that I may send an officer down with other signals." A "verbal message by a

common sailor", informed Lieutenant Randolph "that candles could not be furnished."

On April 4 Lieutenant Randolph returned the lantern to Commander Wilkinson "by the Corporal of the Allenton Guard," as, without candles, it was useless. "Comman sense would have dictated to me the impropriety of keeping a lantern burning continually" retorted Randolph and he wrote that informingWilkinson everytime a light was seen off the reef would not come under the head of "duty assigned to officers of the Marine Corps." Wilkinson, on the same date, agreed with Randolph as to this "duty" and suggested it was not Randolph's duty to make suggestions regarding the light on Whitehead's Point, and requested that no more similar suggestions be made. Then the Marine officer immediately wrote that it was his "duty" to suggest the light, and if not a duty it was a "right" that he possessed of "spending my opinion on any subject whatever," etc. Wilkinson suspended him from duty on the 5th. Randolph demanded a court of inquiry which Wilkinson refused. Prior to this incident friction had arisen over Wilkinson confining two Marine sentinels at Allenton without the knowledge of Randolph. The same old trouble over whether Marines ashore were under the Navy arose. Wilkinson agreed that it was a Shore Station. Commodore Porter arrived at Allenton and placed Randolph under arrest and ordered him court-martialed. A

court martial convened at Thompson's Island on April 15, but it decided it had no jurisdiction. Porter restored Randolph to duty and ordered a court of inquiry. Randolph refused to accept his sword and refused a court of inquiry. The whole affair was reported to the Secretary of the Navy. On May 7 Randolph requested "to be removed from the Island as early as practicable."[65] Although he suvived these difficulties Randolph was court-martialed for offenses in September 1828 and dismissed.

Thompson's Island[66] certainly was not a healthful place for a sick list dated September 26, 1824, included Sergeant Evan Gamster, Corporal Miles Austin, and Privates James Murray, William Hoglan and Alexander Cornot, while the list of September 28, 1824 had 8 Marines. The list of January 1, 1825 had Lieutenant James McCawley "bilous remittent," and 5 other Marines.[67]

On October 8, 1824 Sergeant Evan Gamster "Commanding Marines" at Thompson's Island wrote to Lieutenant Colonel Commandant Henderson that he had "lost the best part of the Guard" by fever. He had only twelve Marines of which two corporals and two privates were sick and three on daily duty. Of "the guard that came from the U.S.S. John Adams, which consisted of one sergeant, two corporals, and twelve privates, there is only myself, one corporal, and one private remaining," wrote Gamster, who concluded his letter with:

"we, the Marines remaining on the Island most humbly wish that the Colonel would have the goodness to have us relieved and not to leave us here to endure another burning summer, as we are in a very poor state of health to endure any fatigues."[68]

President Monroe, in his Annual Message of December 7, 1824 informed Congress that "the health of our Squadron while at Thompson's Island has been much better during the present than it was the last season. Some improvements have been made and others are contemplated there which, it is believed, will have a very salutary effect."

On New Year's Day, 1825 First Lieutenant Thomas B. Barton wrote Henderson that he had arrived at Thompson's Island on the U.S.S. John Adams on December 13, 1824 and assumed command of the Marine Barracks. He had twenty Marines; four of which were sick. First Lieutenant James McCawley had "been at the point of death" and would be sent home when his health permitted. Barton requested that the Guard be increased to fifty or sixty men. Commodore Porter had planned "that as soon as the sickly season approaches, the Marines, with the exception of ten or fifteen will be sent off the Island, and not return until health is again established on the Island." Barton asked for "two drummers and two fifers." He also requested information as to "whether troops serving on this Island, are not entitled to mosquito nets, as well as on the New Orleans

station, as the mosquitoes and sand flies are equally as troublesome as at New Orleans, if not more so."[69]

Foxardo, (Fajardo in Spanish) Porto Rico, was notorious as the most pernicious haunt for pirates as were two nearby places called Naguaba and Boco del Inferno. For a variety of causes the Spanish Islands in the West Indies were, for the most part, destitute of any practical steady and efficient government and police. The enterprising and successful piracies, the accumulated plunder of land and sea, gave the pirates influence and favor in the more barren and thinly populated districts and in some of the towns and settlement, such as Foxardo.

Lieutenant Charles T. Platt, U.S. Navy, commanding the U.S. Schooner Beagle, was in the harbor of St. Thomas, Danish West Indies, on October 24, 1824. On the preceding night a robbery had been perpetrated in St. Thomas on the store of American citizens. They requested Lieutenant Platt to recover their stolen property, and he agreed. Information led Lieutenant Platt to believe that the stolen property had been taken to Foxardo, a small town in Porto Rico. The Beagle sailed for this town. On the evening of October 26, 1824 the Beagle anchored with her colors flying in the harbor of Foxardo. On invitation of the Captain of the Port, Lieutenant Platt landed, and to him Lieutenant Platt communicated his mission. He called on the Alcalde

and gave him the same information. On his way back to the Beagle, Lieutenant Platt was arrested. He was released and later showed his commission, which the Alcalde called a forgery and Lieutenant Platt a damned pirate. St. Johns was forty miles away. He was released again and after insults by the rabble returned to his ship.[71]

Commodore Porter immediately ordered the John Adams, Grampus and Beagle to the scene. First Lieutenant Horatio N. Crabb commanded the Marines of the John Adams;[72] Lieutenant Thomas B. Barton, a passenger on the Grampus, was ordered to command her Marines;[73] and a sergeant was in charge of the Beagle's Marines. The John Adams got under way the next morning for Foxardo. The Grampus towed in the boats of the John Adams, in company with the Beagle and proceeded to Foxardo. The Spanish battery, of 2 long 18-pounders situated on a hill, seemed prepared to fire on them, and Captain Porter ordered Lieutenant Thomas B. Barton, of the Marines, with 14 Marines to land and spike them.[74] The Commodore then directed Lieutenant Horatio N. Crabb of the Marines with 27 Marines[75] to advance and take a position on the road, by which the main party was to march up to the town.[76] Lieutenant Stribling was next despatched with a flag and a letter to the authorities at Foxardo. Lieutenant Crabb escorted him to within 200 yards of the town where Lieutenant Stribling told him to stop. Lieutenant Stribling

came back with the Governor and a few others. Captain Porter then ordered Lieutenant Crabb to place his men in a situation that would occupy both sides of the road, and suffer none but those in attendance on the flag of truce to pass. Captain Porter then returned to the rear and there received the Governor. Both sides then returned to the town, Captain Porter ordering Lieutenant Crabb "to put the Marines in motion and follow him into the town." The Marines prior to this had passed two nine-pounders and under orders of the seaman naval officer had actually spiked them.[77]

Porter was tried by general court martial at the Marine Barracks in Washington[78] and convicted on August 10, 1825. With the sentence of six month's suspension was coupled a tribute to his zeal for the naval service; but Porter promptly resigned. General Jackson, whose example in pursuing "land pirates" in Florida had been invoked in the defense offered to restore Porter to the Navy, but finally made him Minister to Turkey.[79]

After the recall of Captain Porter, Captain Lewis Warrington,[80] succeeded to the command of the squadron, which, during 1825, consisted of the frigate Constellation, corvette John Adams, brig Hornet and Spark, schooners Grampus, Shark, Fox, Ferret, Jackal, the steamer Sea Gull, store-ship Decoy, and the Barges. The Ferret was capsized in a sudden squall on February 4th, 1825, off the coast of Cuba; five of her crew were drowned and the vessel sunk.[81]

The British Marines often landed and fought these pirates. Lieutenant Beadon, with fifteen Royal Marines, were ashore on the Isle of Pines in March and April of 1824, dispersing a group of pirates. Those captured were executed at Jamaica.[82]

On March 19, 1825, Lieutenant Isaac McKeever with the steam-galliot Sea Gull and barge Gallinipper, sailed from Matanzas, Cuba. Met H.B.M. Dartmouth (Maude) at Stone Key. Continued cruise and next evening fell in with the British war-schooners Union and Lion at Cadiz Bay. An American-British expedition was formed of the Gallinipper and two small cutters, and a British barge and two cutters. On March 25 the expedition discovered a pirate schooner hidden at the Key of Justia Gordo near Sagua la Grande. A brief but spirited action ensued, which resulted in a complete victory. Eight pirates were killed and nineteen were captured including their chief, Antonio Stepol. Their schooner was also taken after she had been run ashore, only one man was wounded; a British Marine. The commanding officer commended the "handsome manner" in which the men had conducted themselves. Next day the Americans chased a schooner rigged "Regla Boat" and captured her.[83]

On the 12th of February, 1825, a fire at St. Thomas laid about five hundred houses in ashes and about one hundred of all descriptions, in the west of the town. Pro-

perty to a large amount was destroyed and hundreds who arose in the morning rich and independent, were, before noon, destitute. The fire was so rapid with a strong gale, that but little property was saved from its fury. Half the town was destroyed and about five hundred families rendered homeless. "The destruction was arrested by the spirited exertions of the officers," Bluejackets and Marines of the U.S. Schooner Grampus, and the Americans in port. The Marines of the Grampus were in charge of Sergeant Thomas Lewis. It was ascertained that the calamity was occasioned by a silly trick of a superstitious old woman to detect a theft.[84]

Lieutenant John D. Sloat was in command of the Grampus and he afforded "every assistance and protection to American commerce and the merchants of St. Thomas," prior to the fire. When the fire broke out Lieutenant Sloat, his officer bluejackets and Marines, "rendered most essential services in extinguishing the flames and protecting property."[85]

The Grampus captured a piratical sloop in a large harbor on the south side of Porto Rico called Boca del Inferno (Mouth of Hell), in March of 1825. The commanding officer of the Grampus fitted out a sloop belonging to St. Thomas (where the Grampus was lying) with two lieutenants and 23 Bluejackets and Marines and attacked the pirates. The Marines of the Grampus were in charge of Sergeant Thomas Lewis. The pirates jumped overboard after a short engage-

ment, but were taken by the Spanish soldiers and later executed by the terrible "garrote" method, in Porto Rico. Two of the sixteen pirates were killed and five or six badly wounded, among the latter being "the famous chief of the pirates, Cofrecinas, who was quite a Black-beard among the pirates, and the terror of the whole coast." The Grampus got the piratical sloop off the beach and carried her into St. Thomas.[86]

First Lieutenant Thomas B. Barton was commanding the Marine Barracks, Allenton, Thompson's Island on February 26, 1825. On March 26, 1825, First Lieutenant Joseph C. Hall was ordered to report to Commodore Warrington at Thompson's Island and take command of the Marines stationed there.

Second Lieutenant Andrew Ross was ordered from New Orleans to Thompson's Island early in 1824. Illness prevented him from obeying at once which he explained on April 1. He was promoted to First Lieutenant on October 1, and arrived at Thompson's Island on February 28, 1825, having travelled via Havana.[87]

On May 27, 1825, First Lieutenant Thomas B. Barton, at Thompson's Island, wrote Lieutenant Colonel Commandant Henderson that "from official letters which I have received from Headquarters, it would appear that I am to be superseded in my command here, probably on the arrival of the

Constellation. Should this be the case", I hope to be ordered "to the United States."[88]

First Lieutenant Joseph C. Hall succeeded Lieutenant Barton in command of the Marines at Thompson's Island. He arrived on the Constellation. Lieutenant Barton returned to the United States. On June 18, 1825, Lieutenant Hall reported to Lieutenant Colonel Commandant Henderson that he had "seen nothing that does not merit your entire approbation," and he complimented Lieutenant Barton. He also commended the officer commanding the Marines of the John Adams. The Guard on the Island was composed of three sergeants, three corporals and seventeen privates, with three sick. Lieutenant Andrew Ross was placed under arrest and ordered to Washington as directed by Colonel Henderson. Lieutenant Hall wrote that he would leave the Marines on the Island "in care of First Lieutenant Charles C. Tupper and have given him strict orders to pay every attention to their usefulness and comfort. I shall go upon a cruise in this ship" (Constellation).

President John Quincy Adams in his First Annual Message on December 6, 1825 praised the work of Captain Warrington, his Officers, Bluejackets and Marines, when he wrote that "the active, persevering, and unremitting energy of Captain Warrington, and of the officers and men under his command, on that trying and perilous service, have been crowned with signal success, and are entitled to the approbation of their country."[89]

Thompson's Island having been found unhealthful, a surrender of the buildings occupied by the War Department at Pensacola, was obtained, for a new naval station.[90]

The Act approved March 3, 1825,[91] authorized the establishment of a Navy Yard and Depot on the Coast of Florida, in the Gulf of Mexico and appropriated $100,000 to purchase a site. Captains Bainbridge, Warrington and Biddle selected the area about six miles from Pensacola in the vicinity of Barrancas to the northward and eastward of Tartar's Point.[91] On May 24, 1825, the Secretary of the Navy wrote Commodore Lewis Warrington, commanding the Naval Forces in the West Indies, that he would make "a temporary removal of so much of the forces and stores, now at Thompson's Island," to Pensacola. Commodore Warrington was also authorized to take over Pensacola from the Army. "The Marines now at the Island you will dispose of as your discretion may dictate, and as they may be most useful in vessels, and at Pensacola;" but "it is not intended that you shall altogether desert Thompson's Island."[92]

About this time the John Adams and Constellation arrived at Key West, the former on May 28 and the latter on June 14, 1825.[93]

On August 5, 1825, Marines were ordered to Pensacola.[94] In a letter to Lieutenant Hall on August 5, 1825, the Commandant expressed his regret at learning of "the continued sickly condition of the Marines at Thompson's Island," and trusted that "their removal to Pensacola will produce a

favorable change." He also stated that Lieutenant Randolph had been ordered to the West India Station and that he was the bearer of this letter. The Commandant also requested Lieutenant Hall to communicate to him on his arrival at Pensacola any information which might be useful to him in establishing the Marine Guard at that place. The last muster roll on file is for April, 1826.[95]

On December 2, 1825 the West India Squadron, under Warrington, consisted of the frigate Constellation, corvette John Adams, sloop Hornet, brig Spark, schooners Grampus, Shark and Fox, and the store-ship Decoy with the barges.[96]

During 1826 the vessels on the West India station were: frigate Constellation, corvette John Adams, sloop Hornet, schooners Grampus and Shark and the brig Spark.[97] President Adams, on December 5, 1826 informed Congress that "the piracies with which the West India seas were for several years infested have been totally suppressed."

One pirate was captured in 1827 and none in the following year though the pirates captured the schooner Charles.[98] In his Fourth Annual Message to Congress December 2, 1828, President Adams wrote that "the repression of piracy in the West Indian and in the Grecian seas has been effectually maintained with scarcely any exceptions".

Active operations were now practically ended for the squadron in West Indian waters but it was maintained there for several years.

The Erie, in December of 1828, carrying General William H. Harrison, minister to Colombia, touched at St. Bartholomew Island. Here was found the Buenos Ayres privateer Federal that had captured previously an American merchantman. The Governor refused to surrender her. A boat party, led by Lieutenant Josiah Tattnall, boarded her and, under fire from the fort, carried her out of the harbor. She was sent to Pensacola.[99]

On December 26, 1828, Second Lieutenant G. F. Lindsay commanding the "Marine Depot" at Tartar Point, Fla., (Pensacola) wrote the Commandant that although he was "aware of the very limited number of our Corps, the necessity of more men upon this Post as well as permanent quarters, etc., induces me again to request a small draft of eight or ten men by the Hornet or Natchez. Two days since Commander Ridgely sent me four piratical prisoners, although I have but ten men in all and no guard or prison room I considered myself bound to take them and shall endeavor to keep them. But my means, I assure you, are very inadequate for their safe-keeping and the duty of the Yard."[100]

N O T E S

1. Nav. Inst. Proc., Dec. 1911, 1197-1198; see also Nav. Inst. Proc., March, 1917, 493; see also Nav. Inst. Proc., Dec. 1911; Nav. Inst. Proc., July-August, 1916, XXXXII, 1171-1192 to Sept. 1917; Esquemeling, Buccaneers of Amer.; Burney, Hist. of Buc. of Amer.; Violet Barbour, Privateers and Pirates of West Indies, in Amer. Hist. Review, April, 1911; Charles Johnson, Hist. of the Pirates; Stockton, Bux. and Pirates of Our Coast; H. A. Wise, Captain Brand of the Schooner Centipede; Map of West Indies and Hist. of Piracies committed on Amer. seamen and commerce; "During the years 1821-1825, the Navy (and Marines) was actively employed in the suppression of piracy in the West Indies, the squadrons being commanded successively by Henley, Biddle, Porter and Warrington. The service was arduous and difficult, but it was carried out successfully, and, after four years determined resistance, the gangs of pirates which infested the coasts of Cuba and the neighboring islands were completely broken up." (Winsor, Narr. and Crit Hist., Amer. VII, 406-408) see also Nav. Inst. Proc. XLII, July-August, 1916, for early history of Piracy.

2. Nav. Inst. Proc., December, 1911, 1198-1199.

3. Hildredth, Hist. of U.S. Amer., VI, 701.

4. Essex Inst. Hist. Col., LIX, January, 1923, 38-50.

5. Essex Inst. Hist. Col., LIX, January, 1923, 38-50; the pirates captured by the different navies were: United States navy, 79 vessels, 62 guns, and 1300 men; British navy, 13 vessels, 20 guns and 291 men; Spanish navy, 5 vessels and 150 men.

6. see also Nav. Inst. Proc., Jan.-Feb., 1915, 34; Nav. Inst. Proc., Jan. 1917, 88.

7. Map of West Indies and Hist. of Piracies; Nav. Inst. Proc., January, 1917, 94.

8. Nat. Intell., April 16, 1822; Nav. Inst. Proc., December, 1911, 1219; Nav. Inst. Proc., February, 1917.

9. Niles Reg., March 2, 1822; National Gaz., Feb. 28, 1822 quoted in Phila. Evening Bulletin, Feb. 28, 1922; Nav. Inst. Proc., December 1911, 1218; Nav. Inst. Proc., February, 1917, 315-316.

10. Nav. Inst. Proc., Jan., 1917, 91.

11. Navy Arch.

12. Navy Arch.

13. Nat. Intell., July 16, 1822, which also states that the great rendezvous of the pirates at this time was "in the neighborhood of Sugar Key."

14. Niles Reg., XXII, 33; see also Nav. Inst. Proc., December 1911, 1230-1233; Nav. Inst. Proc., February, 1917, 323-324; Nav. Inst. Proc., Jan. 1930, 49-51; Report of Sec. Navy, 1822, p. 62-64.

15. See A & N Reg., April 12, 1924, for information on his grave in cemetery at Hudson, N. Y.

16. Am. St. Pap., Nav. Aff., I, 824; Niles Reg., XXIII, 211, 345; see also Nav. Inst. Proc., CXL, 1197.

17. Amer. St. Pap., Nav. Aff., I, 824; Niles Reg., XXIII, 211, 345; see also Essex Inst. Hist. Col., LIX, 38-50; Nav. Inst. Proc., December, 1911, 1220-1221; Nav. Inst. Proc., March, 1917, 489-490.

18. M. C. Arch.; M. C. Gaz., Sept. 1926, pp. 145-147.

19. On April 29, 1830 (M.C.Arch.) see also M.C.Gaz., Sept. 1926, pp. 145-147.

20. Navy Arch.

21. On November 19, 1822, the Commandant reported to the Secretary of the Navy that Marine Clothing on the brig Mary Ann had been stolen by a piratical craft. It was destined for New Orleans.

22. The Act of March 3, 1819 was passed specially to protect the commerce of the U.S. and punish the crime of piracy. (p.131) Limited to one year but was continued in force by the Act of May 15, 1820. (p.131) (Report Com. for Rela. of H. of R. January 31, 1825 in court-martial of Porter) On Dec. 3, 1822 President Monroe informed Congress that in the West Indies "piracy, organized into a system, has preyed on the commerce of every country trading thither." (Porter's Court-Martial, 100) On Dec. 6, 1822 President Monroe sent a message to the House of Representatives stating that the piracy "in the West Indies and the Gulf of Mexico" "seem to call for some prompt and decisive measures on the part of the Government." (Porter's Court-Martial, 100-101) An Act, approved by President Monroe on December 20, 1822 appropriated $160,000, with which to purchase proper vessels to fight the pirates. (Porter's Court-Martial, 102); see also Nav. Inst. Proc., December, 1911, 1221; Nav. Inst. Proc., March, 1917, 492.

23. Report of P. G. Howle, Adjutant and Inspector, Oct. 23, 1844 (Navy Arch.)

24. The revocation of this order evidently aroused the ire of Commandant Henderson for on January 13, 1823, he appealed directly to the President explaining why Miller had been ordered on this duty.

25. Let. Comdt. to Sec. Navy., March 31, 1823.

26. The Secretary of the Navy to President of U.S., Niles Reg., Vol. 23, p. 348; The Secretary of the Navy on December 15, 1834, wrote the Senate that on December 7, 1822, Lieutenant Perry was ordered to inspect Thompson's Island or Key West and on March 28, 1823, he had reported. On March 11 and July 10, 1823, Capt. Patterson had reported. On February 1, 1823, directed to establish a depot, land ordnance and Marines. (Amer. St. Pap., III, 630); see also Perkins, Hist. Sketches, 253. On December 26, 1822, the Secretary of the Navy reported to the President that Thompson's Island in Key West was clear of pirates. (Amer. St. Pap., Nav. Aff., I, 871.)

27. NilesReg., Feb. 15, 1823, 384 quoting Norfolk Beacon; Allen, Our Navy and the West Indian Pirates, 41-42; Porter's orders will be found in Navy Arch.; Nav. Inst. Proc., Jan.-Feb. 1915, p. 35.

28. Niles Reg., Feb. 15, 1823, 384, quoting Norfolk Beacon; Porter informed the Secretary of the Navy on Feb. 13, 1823, that he was anchored at Hampton Roads and will leave Norfolk in 2 days for Thompson's Island. (Amer. St. Pap., I, 681); see also Nav. Inst. Proc., March, 1917, 494-496; Rep. of Porter, April 23, 1823, on U.S. Steamer Galliott Sea Gull, at Matanzas, Cuba, Pub. in Niles, XXIV, 164-165; see also Nav. Inst. Proc., Dec. 1911, 1222; N.Y., Oadley and Mason, III, 26-28.

29. Nav. Inst. Proc., April, 1917, 683; Allen, Our Navy and the West Indian Pirates, 99-102.

30. Amer. St. Pap., I, 681.

31. Report of Porter to Gov. of Porto Rico, March 3, 1823, in Niles, XXIV, 125; Nav. Inst. Proc., Dec. 1911, 1233; Nav. Inst. Proc., April, 1917, 683; Niles Reg., XXIV, 98; Samuel Perkins, Hist. Sketches, 253.

32. Nat. Intell., May 6, 1823.

33. Nat. Intell., April 16, 1823.

34. An. Rep., Sec. Navy, 1823, 154-155.

35. M.C. Arch.

36. M. C. Arch., Lt. Geo. W. Walker to Commandant, Oct. 31, 1831.

37. There are also muster rolls on file at Headquarters for Thompson's Island for August, September, October, November and December, 1823 and for the years 1825 and for February, March and April of 1826.

38. Essex Inst. Hist. Col., LIX, Jan. 1923, 54; see also Nav. Inst. Proc., Dec. 1911, 1223.

39. Amer. St. Pap., II, 224; see also Nav. Inst. Proc., Dec. 1911, 1222; Nat. Intell., April 28, 1823; Nav. Inst. Proc., April, 1917, 685-689.

40. An. Rept. Sec. Navy, 1823, 154-155; see also Essex Inst. Hist. Col. LIX, 52-53; Marshall, Hist. Nav. Acad., 89-90; Amer. St. Pap. Nav. Aff., I, 1109; 1st. Lt. Geo. W. Walker to Sec. Navy, March 1, 1822. Shortly after this Commodore Porter recommended Walker to the Secretary of the Navy for a brevet., (Let. Walker to Sec. Nav, March, 1, 1832; see also Amer. St. Pap. Nav. Aff., I, 1109.)

41. (Porter's Court-Martial, p. 282.)

42. Commodore Porter has erected a temporary battery of 8 guns, to be under the command of Captain Grayson, of the Marines. When the guns were mounted, a salute was fired, and the town was called Allenton, in memory of the late Lieutenant Allen of the Navy; Niles Reg. May 3, 1823, XXIV, 130.; Commodore John Rodgers, on November 24, 1823 outlined a strategic plan to combat the pirates and predicted "that the first important naval contest, in which this country shall be engaged, will be in the neighborhood of this very island." (Key West), (Navy Arch.)

43. Navy Arch.

44. Porter's Court-Martial, 324.

45. Grayson to Henderson, April 11, 1823, (M.C.Arch.)

46. Nav. Let. Bk. Mar. Off., Walker to Sec. Navy, Levi Woodbury, October 31, 1831.

47. The U.S. Storeship Decoy sailed from Thompson's Island on June 16, 1823, and anchored in the bight of Craney Island, June 24, 1823, (Nat. Intell., June 30, 1823); Captain Alfred Grayson, of the Marine Corps, came north in the Decoy and proceeded up to Balitmore in a pilot boat from the Virginia Capes. He did so because he was very ill and had to be landed at Old Point Comfort. (Nat. Intell., June 30, 1823 and July 2, 1823); On April 23, 1823, the Commandant wrote Captain Grayson, stating that he could not order Captain Bellevue from New Orleans as it was necessary to have an officer on that station accustomed to the climate and suggested that in all probability Commodore Porter would grant Captain Grayson leave of absence from his station if he so requested. That Grayson's desire to leave the West Indian expedition was due to failing health is likely as on July 2, 1823 the Commandant in a letter to the Secretary of the Navy reported that Captain Grayson had died on June 27, 1823. On June 28, 1823, Lieutenant Colonel C. Gratiot, commanding at Old Point Comfort, wrote to Colonel Henderson informing him that Captain Grayson had died on that date. He was somewhat ill when he landed but on June 27, the "black vomit began." This was published in the National Intelligencer of July 2, 1823, which spoke of the "melancholy intelligence of the death of a gallant officer, a most excellent citizen, and an accomplished gentleman - cut off suddenly from his country, and his interesting family, by that dread pestilence of the southern latitudes." Captain Grayson had a wife and three children residing in Baltimore. (Nat. Intell., July 3, 1823); Niles Reg. XXIV, July 5, 1823. p. 288.

48. Niles Reg., XXIV, 400.

49. On June 30, 1823 Porter at Allenton wrote the Sec. of Navy: "There is a necessity for a Lieutenant's Guard of Marines to be stationed at Key Vacas with 2 pieces of cannon to preserve order among the numerous wreckers, fishermen from Havana & totally unrestrained by any law who are in the habit of visiting that place. For the want of such a guard a murder of a most atrocious character was committed by a Spanish Fisherman on one of the inhabitants a short time since. The murderer

49.(con't.)
was sent to me & I have him in confinement. At present I can only spare a guard of 6 men. The guns & ammunition I can send from here." "P.S. I have just ordered a field piece with its equipment, to be taken on board the Wild Cat to be left at Key Vacas." (Officers' Letter 1823, Vol. 3, Navy Lib.); On June 28, 1823 Porter wrote a resident of Key Vacas not to dispose of property "taken out of the wrecks of the Spanish vessels sent to Key Vacas by the Colombian Cruisers the Centilla" etc. (Officers' Letters, 1823, Vol. 3, Navy Lib.); On July 3, 1823 Porter, at Allenton on the Sea Gull, ordered C. O. of Wild Cat: "You will proceed to Key Vacas, land the Field Piece & equipments and all the Marines from on board the Wild Cat & place them in charge of Lt. Rodgers of the Marines. You will then proceed to Washington, * * *" (Officers' Letters, 1823, Vol. 3, Navy Lib.)

50. Porter's Court-Martial, 276.

51. Porter wrote the Sec. of the Navy on May 11, 1823, on board the "U. S. Galliot Sea Gull, Allenton, Thompson's Island." "Thrown as we are on a barren and desolate island, that does not supply even water * * *." On May 23, 1823, "the store ship is on the point of sailing for a load of water for us, the lagoons on the island having dried up; Amer. State, Pap. II, 225, 226.

52. Niles Reg., XXIV, 360.

53. An. Rep. Sec. Navy, 1823, 170; Nav. Inst. Proc., Dec. 1911, 1223; Nav. Inst. Proc., April, 1917, 696-698.

54. Essex Inst. Hist. Col., LIX, 54.

55. Rep. Kearney to Porter, August 10, 1823; Amer. St. Pap. II, 246; An. Rep. Sec. Navy, 1823, 175; see also Essex Inst. Hist. Col., LIX, 54-55; Nav. Inst. Proc., Dec. 1911, 1224; Nav. Inst. Proc., May, 1917, 973-977.

56. Porter's Court-Martial, 356-7.

57. Nav. Inst. Proc., Dec. 1911, 1227; President Monroe's Seventh Annual Message, December 2, 1823 in Richardson, II, 213.

58. Essex Inst. Hist. Col., LIX, April, 1923, 112-113; M.C. Muster Rolls shows lists of two corporals and 24 privates who died at Thompson's Island from August 1 to Dec. 27, 1823; Captain Porter on the Sea Gull at Port Rodgers, Thompson's Island on July 19, 1823 ordered "Lieut.-Commandant Rose will please land his Marines (from the schooner Terrier) and make me a return of the officers, seamen and boys, on board his vessel." The Terrier was returning to Washington to be refitted and Acting Lieutenant Wm. McKean at Washington would relieve Rose and return after refitting.

59. Essex. Inst. Hist. Col., LIX, April, 1923, 112-113.

60. Nat. Intell., October 20, 1823; on September 27, 1823, The Secretary of the Navy directed the Commandant "to place on board the U. S. S. Schooner Weasel, one corporal and five private Marines to proceed to Thompson's Island; Navy Let. Bk., I, 65.

61. Niles Reg., September 27, 1823, XXV, 49; This Hospital Ship was sorely needed; the steam galliot Sea Gull arrived at Savannah, Ga., on October 8, 1823, having left Thompson's Island on September 16, She had met very heavy weather and was nearly out of food and water. (Nat. Intell., October 20, 1823); At a meeting of officers of the U. S. Squadron convened on board the Hornet on October 8, 1823, for the purpose of showing their respect for the memory of those who were killed or died on West Indian and Gulf service, Lieutenant Walker of the Marines was appointed a member of the Committee. (Nat. Intell., November 11, 1823.)

62. Porter's Court-Martial, 276-277.

63. Bellevue to Henderson, October 22, 1823; on October 31, 1823, Lieut. William W. Dulany was ordered to proceed to Thompson's Island, for duty on the Peacock with the Marines thereon, via the Beagle or Fox. Also Lieut. William A. Randolph; The schooner Hero arrived at Norfolk from Thompson's Island late in November, 1823, with Lieutenant Bloodgood of the Marine Corps with convalescent seaman and Marines, as passengers. (Nat. Intell., Dec.2, 1823.).

64. Porter's Court-Martial, 290-332. It was to this same Merida that Augusto Calderon Sandino fled from Nicaragua in 1929.

65. Randolph to Wilkinson April 3, 4, 5, 9, 1824; Randolph to Henderson April 5, May 7, 1824; Wilkinson to Randolph April 3, 4, 5, 9, 1824 (M. C. Arch.)

66. Lieut. Dulany's orders to the Peacock were revoked and he was ordered to report to the Naval Officer in command of the Naval Force about to proceed to the West Indies. Dulany joined the Congress. McCawley ordered to the squadron and went to the Hornet; In February, 1824, the Marines on the Weasel, Beagle and Fox were carried on the returns of the Key West Station; Amer. St. Pap. Nav. Aff., I, 950; In this month Lieut. Wm. A. Randolph was there with 100 privates, same in April, 1824; On December 1st, 1823, Lieut. Andrew Ross was ordered to go to Thompson's Island after his relief by Lieut. Linton; On December 2, 1823, Lieut. George D. Brewster was ordered to report to Captain Porter as the Marine Officer of the John Adams; On December 9, 1823, Lieut. Randolph was ordered to report to Captain Porter and Captain Bellevue; On December 20, 1823, the Commandant revoked Lieut. Ross's orders to Thompson's Island and directed him to proceed to Headquarters instead, after first making an investigation of the conditions attending the transportation of the New Orleans guard to Thompson's Island. Apparently the Commandant was displeased at the delay that evidently

66. (continued)
had been occasioned in the transfer of this guard from New Orleans to Thompson's Island. In this month Sergeant Franklin V. Barber was in charge and had 65 men.

67. In a letter dated November 1, 1824 to the Secretary of the Navy the Commandant spoke of the "melancholy condition of the Guard of Marines at Thompson's Island."

68. M. C. Arch.

69. M. C. Arch.

70. Foxardo was in Porto Rico under Spain with which the United States was at peace.

71. Porter's Court-Martial, 26-29.

72. Porter's Court-Martial p. 22. See Porter's Memoir, 269, 308-345 for description of this affair.

73. Porter's Court-Martial p. 38.

74. In his statement Lieut. Thomas B. Barton of the Marines said on February 6, 1825, when he wrote from "Marine Barracks, Allenton, Thompson's Island," that "I, Thomas B. Barton, first Lieutenant of Marines * * * commanding the Marines on this station * * *." The Grampus and Beagle arrived at Foxardo, November 14, 1824. Barton was a passenger on the Grampus. He received orders when anchor dropped to command the Marine Guard of the Grampus 14 strong. Lieutenant Prendergast got orders to take the Marines under Lieut. Barton ashore, spike two guns battery of 18 pounders, and join the main body. Went to the rear of the fort and spiked the guns. It was deserted

74.(continued)
by Spaniards. Then reembarked and went to place where the mainbody had landed and guarded the boats; Amer. St. Pap., I, 314, and II, 145; see also Nav. Inst. Proc., December, 1911, 1235-1238; Id. XXXIII, 1399; Trumbull's John Rodgers, pp. 269-282.

75. 2 Sergeants, 2 corporals, 20 privates, 1 drummer, 1 ship drummer, 1 master at arms.

76. Porter directed him to "form my guard, look for the road to the town, and take up a favorable position;" and ordered him to commit no hostilities. (Court-Martial of Porter, 22-23.)

77. Amer. St. Pap., II, prob. 145; Id. I, 314; Nav. Inst. Proc., Dec. 1911, 1235-1238; Nav. Inst. Proc., July, 1917, 1453-1455; see also Nav. Inst. Proc., XXXIII, No. 4, 1399; see also Samuel Perkins, Hist. Sketches of U.S. fr. the Peace of 1815 to 1830, 255-256; Porter's Memoir.

78. Porter's Court-Martial, 360, 520; President Monroe, in a Special Message to Congress on December 28, 1824, "in compliance with a resolution of the House of Representatives of the 27th instant, requesting information explanatory of the character and objects of the visit of the naval officer of the United States commanding in the West Indies to the town of Faxyardo", etc forwarded full information. (Richardson, II, 276)

79. Nav. Inst. Proc., December, 1911, 1236.

80. "In consequence of the affair at Faxardo, I have been directed by the Hon. Sec. of the Navy to repair to Wash." etc. wrote Porter at Thompson's Is. on U.S.S. John Adams on January 28, 1825 (Porter's Court-Martial, p. 297) On Dec. 29, 1824 Sec. of Navy Samuel L. Southard wrote Capt. Lewis Warrington (at Norfolk); "I have thought

80. (continued)
proper to relieve Captain Porter. You will proceed to the Constellation, if ready, if not ready, in the Shark with all despatch to Thompson's Island, * * *." (Porter's Court-Martial, p. 48 of Porter's Exposition in back of book.)

81. Essex Inst. Hist. Coll., LIX, 217-235; See also Nav. Inst. Proc., December 1911, 1236; Nav. Inst. Proc., August, 1917, 1727, 1736.

82. Field, Britain's Sea Soldiers, II, 333.

83. Essex Inst. Hist. Col., LIX, January, 1923, 62-63; Id. July, 1923, 217-235; Nav. Inst. Proc., December, 1911, 1225-1226, 1229; Id, September, 1917, 2023-2026; Two interesting adventure stories of British Marines during the period are "Tom Cringle's Log" and "The Cruise of the Midge," by Michael Scott.

84. Nat. Intell., March 10, 1825.

85. Charleston Courier quoted in Nat. Intell., March 29, 1825.

86. Nat. Intell., April 9, 1825; see also An. Rept. Sec. Navy, 1825, 106, reports of Lieut. John D.Sloat, U.S.N.; Sherman, Life of Sloat, frontispiece, 25-26; Essex Inst. Hist. Coll., LIX, 217-235; Nav. Inst. Proc., December, 1911, 1234-1235; Nav. Inst. Proc., August, 1917, 1736-1738.

87. Ross to Henderson, April 16, 1824, May 18, 1825, Barton to Henderson, Feb. 28, 1825, Rousseau to Henderson, April 4, 1825 (M.C.Arch.)

88. M. C. Arch.

89. On December 6, 1825 published inRichardson, II, 310; Nav. Inst. Proc., Sept. 1917, p. 2029.

90. Nav. Inst. Proc., Sept. 1917, p. 2029.

91. Paullin in Nav. Inst. Proc., XXXIII, 619-620.

92. Am. St. Pap., III, 964; In a letter to the Secretary of the Navy dated on the Constellation June 22, 1825, Captain Warrington, of the Navy, stated that "I have directed Lieutenant ThomasB. Barton, of the Marine Corps, who goes home on a sick ticket, to report himself to you. The frigate Constellation arrived in Hampton Roads about the middle of September 1825. Lieutenant Hall commanding the Marines on the Constellation was sent up to Washington with despatches from Commodore Warrington. Lieutenant Hall brought the information that there had been no recent instances of piracy in the West Indies, and that it seemed entirely suppressed. (Nat. Intell., September 14, 1825.)

93. Nav. Inst. Proc., Sept. 1917, p. 2027.

94. Let. Commandant to Hall, August 5, 1825; there are no muster rolls at Headquarters for Pensacola for year 1825. The May, 1826 muster roll shows First Lieutenant Richard Douglass with 22 Marines at Barrancas. The same officers there up to December, 1827 according to muster rolls.

95. Muster rolls of January, 1826 show Corporal Fevis (or Tevis) Lloyd at Navy Yard Barrancas, W. Florida with nine privates. They had been transferred from the John Adams and Decoy.

96. Nav. Inst. Proc., Sept. 1917, p. 2028.

97. Nav. Inst. Proc., Sept. 1917, p. 2030.

98. Nav. Inst. Proc., Sept. 1917, p. 2031. On March 13, 1827 the Commandant of the Corps addressed a letter to Captain Levi Twiggs who was then in command of the Marines of the West India Squadron. (M. C. Arch.)

99. Nav. Inst. Proc., Sept. 1917, p. 2032; Life of Tattnall by Jones, 131-135.

100. M. C. Arch.

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